

THE
HONGKONG
WEEKLY.
ILLUSTRATED.

The China Mail.

ESTABLISHED 1845

GRAND PRIZE PARIS 1900
The Highest Possible Award
**Joseph
Gillott's
PENS.**
Of Highest Quality, & Having Greater
Durability, and Therefore
CHEAPER.
The only Award Chicago, 1911

No. 13,816

號十二月七年七零百九千一第

HONGKONG, SATURDAY, JULY 20, 1907.

日一十月六年未丁

PRICE, \$3.00 Per Month

Intimations.

THORNE'S OLD VAT



This VAT was started by the late ROBERT THORNE of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN \$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA,

A. S. WATSON & Co., Ltd.
Hongkong, May 1, 1907. 793

TAI KWONG CO., 109, Des Vœux Road Central.

GASOLINE LAMPS
AND
WELSBACH MANTLES.
Hongkong, June 14, 1907. 1017

NOTICE.

MONEY ADVANCED ON Property,
Note of Hand or collateral security.
Apply
'FINANCIER.'
Care of 'CHINA MAIL' Office.
Hongkong, July 13, 1907. 1176

LOST

ON Sunday night, between Barker Road,
the Peak Tram and Caine Road, a
BLACK LEATHER POCKET BOOK,
containing a considerable sum of money.
Finder will be Rewarded.
Apply to
'R.'
Care of 'CHINA MAIL' Office.
Hongkong, July 15, 1907. 1159

NOTICE.

BILLS for all Monies Due by me should
be presented to me on or before the
15th SEPTEMBER, 1907. All outstanding
accounts due to me, if not settled on or
before the 15th SEPTEMBER, 1907, will
be passed into the hands of my Solicitors.
J. W. OSBORNE.
Hongkong, July 15, 1907. 1154

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICE & SHOWROOM: No. 26, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
S.S. HONAM, 2,363 tons, Captain H. D. Jones.
S.S. FOWAN, 2,363 tons, Captain W. A. Valentia.
S.S. PATSHAN, 2,363 tons, Captain C. Lloyd.
S.S. KINSHAN, 1,995 tons, Captain B. Branch.
S.S. TUNGSHAN, 1,995 tons, Captain R. D. Thomas.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 1 p.m. (Sunday excepted).
The S.S. FOWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 8.30 p.m.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.
S.S. SUI-TAI, 1,651 tons, Captain G. F. Morrison.
S.S. SUI-TAI, 1,651 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf On Sunday Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.
S.S. LUNGSHAN, 2,123 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
S.S. SAILINAM, 588 tons, Captain J. Wilton.
S.S. NANNING, 588 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Horse Mansions, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE
Agents, CHINA NAVIGATION CO., LTD.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.



BEWARE OF IMITATIONS. SOLE MANUFACTURERS: BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND
OFFICE—G, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.



LANE, CRAWFORD & CO.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED

FOOCHOW TEA.

Prices:—Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.
Hongkong, July 9, 1907. 2047

(UNDER ROYAL PATRONAGE).

MEE CHEUNG, ART PHOTOGRAPHER.

AMATEUR DEPARTMENT:
ICE HOUSE STREET AND HONGKONG HOTEL CORRIDOR.

JUST ARRIVED, NEW KODAKS.
No. 4A for 4 1/2 x 6 1/2 Films. Also different sizes of Films for other Cameras.
Hongkong, April 2, 1907. 178

KELLY & WALSH, LTD.

JUST PUBLISHED.
EXTRATERRITORIALITY. The Law relating to Consular Jurisdiction and to residence in Oriental Countries, by Sir Francis Pigott, New edition, revised and enlarged. \$15.00
CHALMERS' ENGLISH AND CANTONESE DICTIONARY. Revised and Enlarged by T. K. Dealy, Seventh Edition, 822 Pages. 6.00
The Three Comrades, by Gustav Frerksen. 1.50
Kirk's Wobbe, by F. W. Hayes. 1.50
The Enlightenment of Olivia, by L. B. Walford. 1.50
The Flying Cloud, by Morley Roberts. 1.50
The Confessions of a Widow, by Lucas Cleeve. 1.50
The Privateers, by H. B. Marriott Watson. 1.50
Of Like Passions, by Francis Bancroft. 1.50
Which Woman? by G. B. Burgess. 1.50
Widower Tales, by Halliwell Sutcliffe. 1.50
Bevret's Millions, by George Barr McCutcheon. 1.50
Susan, by Ernest Oldmixon. 1.50
From One Man's Hand to Another, by G. H. Breda. 1.50
Blindman's Marriage, by Florence Warden. 1.50
In Honour's Name, by A. Euphras. 1.50
Translated by W. F. Harvey. 1.50
Sir Elphinstone of the Woods, by Emma Brooke. 1.50
Stories of Strange Women, by J. Y. F. Cooke. 1.50
Signs and Portents in the Far East, by Eversand Cotes; 35 Illustrations. 4.00
Spectator of the Far East; Illustrated, Historical and Descriptive Commercial and Industrial Facts, Figures and Resources. \$15.00
Yin Chih Wen, The Treatise of the Quiet Way, translated from the Chinese, by Tai-tao Suzuki and Dr. Paul Carus. 1.10
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King Leopold's Soliloquy, A Satire, by Mark Twain. .70
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L'Amant, par Guy de Taramond. .50
Advance Australasia, by Frank Ballou. 2.25
Notes on Permanent-ray Material. .50
Platelaying, and Points and Crossings, by W. H. Cole. 5.50
The Mummy and Miss Nicotini, by George Griffith. 1.50
The Statesman's Year Book, 1907. 7.75
Singer's Latest The Vano Vibrator. 3.00
The Atlas of the World's Commerce, by J. G. Bartolomeus. 14.50
35 Cents Each, or Three for \$1.00
Nae Gould's The Lady Trainer.
Riddell's The Rich Husband.
Bedrewood's The Miner's Right.
Howlett's The Queen's Quair.
White's The Silent Places.
McCutcheon's Granstark.

PATELL & CO.,

SHAMEEN CANTON.

GENERAL STOREKEEPERS,

WHOLESALE AND RETAIL

DEALERS IN

WINE and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

A. LING & CO.

FURNITURE STORE

HAVE THIS DAY

REMOVED TO

No. 19, QUEEN'S ROAD CENTRAL,

(KOWLOON AND KOWLOON),
Hongkong, February 1, 1907. 218

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO THE MANAGER.

NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1906,

£17,837,119.

Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £2,500,000

First Fund £3,382,720 10 8

III—Life & Annuity Funds £13,762,898 8 6

£17,837,119 8 1

Revenue Fire Branch £2,061,044 19 8

Life & Annuity Branches £1,713,608 18 10

£3,774,653 19 6

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents

BASS & CO.'S PALE ALE

'HORSEHEAD' BRAND.

\$18.00 per Cask 4 Dozen Quarts

\$20.00 " " 12 " Pints.

\$24.00 " " 8 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

Telephone No. 76.

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants,

15, QUEEN'S ROAD CENTRAL.

'MACKIE'S WHITE HORSE CELLAR'

THE BEST AND OLDEST WHISKY IN
SCOTLAND.

CITY ANALYST'S LABORATORY,

138, BATH STREET,

GLASGOW, 21ST JANUARY, 1907.

MONTHLY REPORT ON MACKIE'S 'WHITE HORSE CELLAR' BLEND OF SCOTCH WHISKY.

I Herby certify that I have taken samples of every vatting of MACKIE'S 'WHITE HORSE CELLAR' BLEND OF SCOTCH WHISKY used in bottling during the month of December, and the results of my analyses indicate that it conforms to the standard for Pot Still Scotch Whisky set up in the London case. I am also of opinion that it is an old Whisky of excellent quality and flavour which has been well matured in wood.

JOHN CLARK, PH. D.F.C.S., F.I.C.,

Public Analyst for the City of Glasgow,
and the Counties of Lanark and Renfrew, &c.

'EVERY JUDGE OF WHISKY WILL CONFIRM THIS.'

Price \$13 PER DOZEN.

Free Samples supplied on application to the

SOLE AGENTS:

LANE, CRAWFORD & CO.

SATURDAY, JULY 20, 1907.

To Let.

TO LET.

BEACONSFIELD ACADEMY, Fine Offices and Dwelling Rooms, 15, QUEEN'S ROAD CENTRAL, Top Floor (over Calhoun, Macgregor & Co.) **BEACONSFIELD TERRACE HOUSES**, ROBINSON ROAD. **GLENWOOD, CAINE ROAD**, suitable for a Boarding House or Club, contains 28 Rooms. This property would be divided into 2 or more houses to suit tenants. Nos. 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

HATHERLEIGH, CONDOR ROAD, No. 1, RIFON TERRACE, BONHAM ROAD. OFFICES IN KING'S BUILDING and YORK BUILDING. GODOWNS on Praya East. A HOUSE IN CLIFTON GARDENS, Clifton Road. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd. Hongkong, July 1, 1907.

TO LET. NOS. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Apply to ARRATON V. APCAR & CO., 45, Wyndham Street, Hongkong, May 1, 1907.

TO LET. A HOUSE IN KNOTSFORD TERRACE, KOWLOON. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd. Hongkong, July 1, 1907.

TO LET. A HOUSE in the 1st August, No. 5, MORRISON HILL. Apply to Messrs JARDINE, MATHESON & CO., Ltd. Hongkong, June 29, 1907.

TO LET. SEVEN LARGE ROOMS and GODOWN on the Canal Street, British Concession, SHAMEN. Apply on the premises, 244, Shamien. CHINA BAPTIST PUBLICATION SOCIETY, Canton, China. Hongkong, July 15, 1907.

TO LET. ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point. Apply to JARDINE, MATHESON & CO., Ltd. Hongkong, January 3, 1907.

TO LET. POSSESSION FROM 1st APRIL NEXT. SEMI-ATTACHED HOUSES, Nos. 12 and 13, MACDONNELL ROAD, each with 7 Rooms, Bath-Rooms, Kitchen, Servant's Quarters and Grass Tennis Court. Apply to CHUNG CHI NAM, YAN ON M. & F. INSURANCE CO., Ltd. Hongkong, March 1, 1907.

TO LET. SHAMEN-CANTON. IN SUN LAY BUILDING, French Concession, large, well-lit OFFICES. Godowns also if required. Apply to POWELL GRANT. Hongkong, July 12, 1907.

TO LET. NO. 1, WEST END TERRACE, SHAMEN, CANTON. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd. Hongkong, July 1, 1907.

TO LET. 2ND FLOOR, No. 12, QUEEN'S ROAD CENTRAL. No. 38, CAINE ROAD. AUCTION ROOMS, No. 2, ZETLAND STREET. GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court. No. 1, FAIRVIEW, ROBINSON ROAD, Kowloon. Apply to LEIGH & ORANGE, 1, Des Voeux Road. Hongkong, February 19, 1907.

TO LET. FROM 1st JULY. LARGE and Spacious GODOWNS Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST, at present in the occupation of the Admiralty. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd. Hongkong, July 1, 1907.

TO LET. DETACHED HOUSE at Kowloon, Furnished and with Tennis Court. Apply to H. K. HOLMES, 54, Queen's Road Central, Hongkong, July 8, 1907.

TO LET. NO. 2, HOLLYWOOD ROAD. 51, POTTINGER STREET. Immediate Possession. Apply to ARRATON V. APCAR & CO., 45, Wyndham Street, Hongkong, April 4, 1907.

Intimations.

THE YOUNG AMERICAN.

COOL RELIABLE AND THEY SMOKE TO THE END ON EVERY BOX THE SIGNATURE OF DRESSERHUYSEN. THEY ARE KNOWN ALL OVER THE WORLD AS THE MOST DELICIOUS CIGARS. SOLE IMPORTERS: THE HOLLAND CHINA TRADING COY., HONGKONG, SHANGHAI AND TIENTSIN. FOR SALE AT ALL THE PRINCIPAL CIGAR DEALERS.

QUEENS

M. MUMEYA, JAPANESE ARTIST AND PHOTOGRAPHER. ENLARGEMENTS ON BROMIDE PAPER AND FINISHED IN CRAYON. ALL KINDS OF WORK DONE FOR AMATEURS. VERY FINE PANORAMIC VIEWS OF HONGKONG. 8A, QUEEN'S ROAD CENTRAL.

MIYAKO HOTEL, KYOTO, JAPAN. A NEW AND STRICTLY FIRST-CLASS HOTEL.

DINNEFORD'S The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections, Stomach and Bowel Disorders, Rheumatism, Gout and Gravel. Latest and most Effective Aperient for Regular Use.

DINNEFORD'S MAGNESIA USE ONLY & USE ALWAYS **ATKINSON'S** MOST REFRESHING. A LUXURIOUS PERFUME IN HEALTH. Far Superior to the German Kinds. A NECESSARY RESTORATIVE IN SICKNESS. **EAU DE COLOGNE**

THERE IS NO DOUBT THAT where Eno's 'Fruit Salt' has been taken in the earliest stages of a disease it has in innumerable instances prevented a serious illness. The effect of **ENO'S 'FRUIT SALT'** upon any disordered, sleepless, or feverish condition is simply marvellous and unsurpassed. In fact it **IS NATURE'S OWN REMEDY** CAUTION—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT' otherwise you have the cheapest form of imitation. Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, London, E.C. Eng. by J. C. ENO'S Patent. Sold by Chemists and Stores everywhere.

To Let. OFFICES in ALEXANDRA BUILDINGS. Apply to SECRETARY, A. S. WATSON & CO., Ltd. Hongkong, April 22, 1907.

To Let. QUARANTON the Peak; Furnished or Unfurnished. Apply, by letter, R. HEMMINGS, c/o HONGKONG HOTEL. Hongkong, April 2, 1907.

To Let. GODOWNS Nos. 85, 90, 97 and 100, PRAYA EAST. Apply to CHATER & MOY, Victoria Buildings. Hongkong, June 10, 1907.

MAIL SUBSIDIES.

An Interesting Speech.

In the course of his speech at the annual meeting of the Royal Mail Steam Packet Company, Ltd., Mr. Owen Phillips, M.P. (Chairman) referred to the question of mail subsidies. He said:— "I would like to say a few words on the question of mail subsidies. The question of whether mail subsidies are or are not necessary is probably one about which there will be difference of opinion for many years to come. This company has half a century's experience and a guarantee of speed, and, secondly, mails paid for at a fixed poundage rate with fixed dates of sailing, but without any guarantee of speed; thirdly, mails paid as private ship letters at 1 per letter without any fixed dates of sailing and without any guarantee of speed; fourthly, mails carried free. These are the only methods I know by which mails are carried. We are still carrying mails free at a loss for countries, but I hope before long they will be able to pay their company for the services they are rendering. Either of the first two modes of payment is, in my opinion, fair to the company owning passenger steamers, provided—and this is an important point—the Government treats all the great mail companies equally. It is doubtful if any country gains by paying a subsidy to shipowners except for services actually rendered. If the payment for all mails was based on the poundage of mails actually carried, like any other form of excessively valuable cargo, and the rate of poundage was settled in each case with some regard to the nature and value of the services performed, I believe that it would, in the long run, be to the advantage of all concerned, and if the money saved by the Government was spent in improving and cheapening cable communications, the necessity for very fast steamers would disappear, as very fast steamers are not as comfortable for passengers as large, well-fitted up steamers of more moderate speed. These remarks about subsidies do not apply to any service which is maintained solely on national and imperial grounds, and where (as an inter-colonial service in the West Indies) there is no trade to justify any service at all on a commercial basis; but they do apply to all cases where there is enough trade to pay a passenger service, provided the speed of the steamers is somewhat modified."

Traveller (to value): "That's a rather large statue, Pat." Pat: "Yes, sir. They tell me the hand is eleven inches wide." Traveller: "I wonder why they didn't make it twelve inches?" Pat: "Because they didn't want to make it into a foot."

A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES If you suffer from any disease due to an impure state of the blood, you will never again suffer, you should test the value of Clarke's Blood Mixture, the world-famous Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what a physician to do—purifies the blood and restores the system.

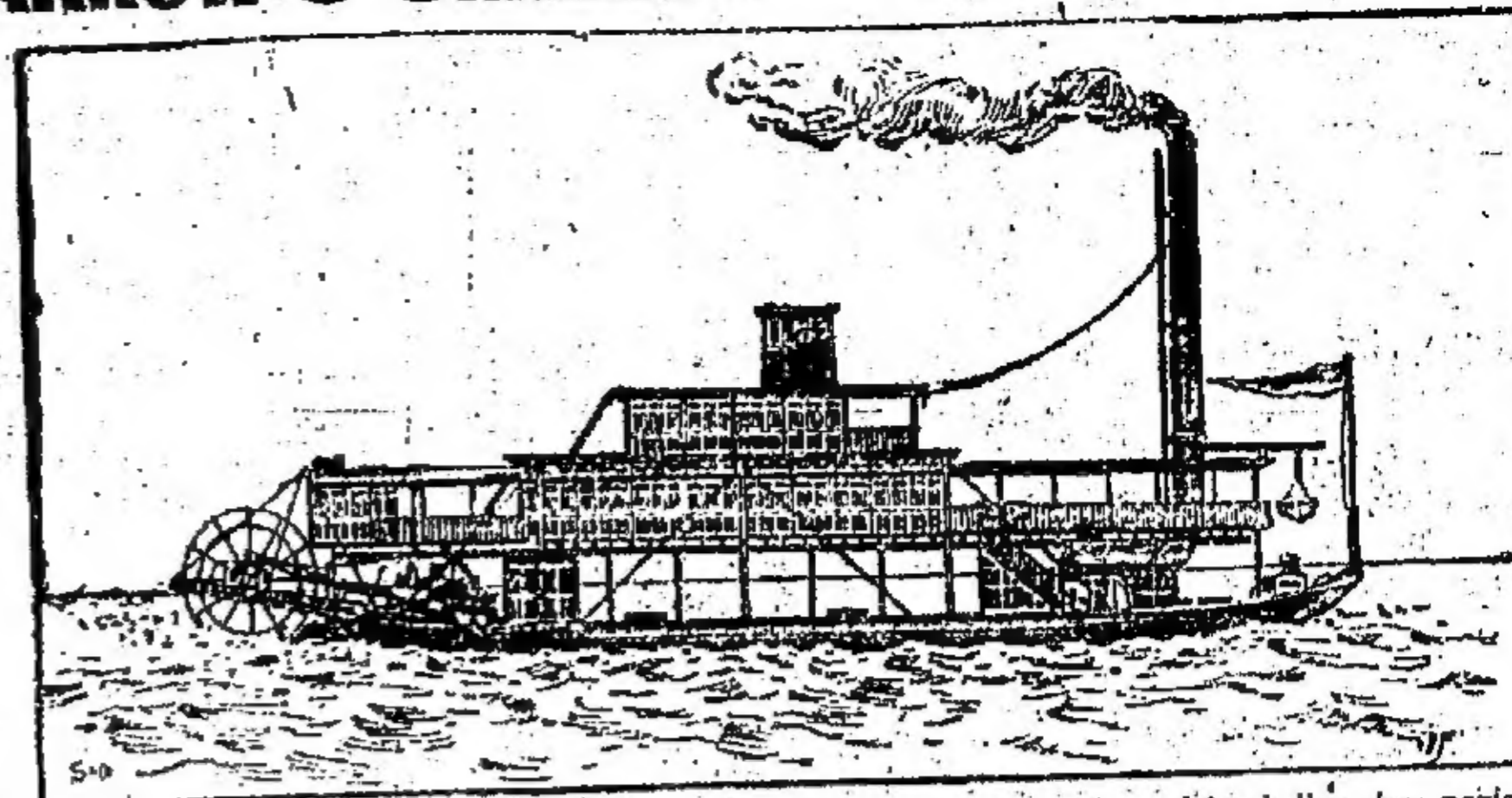
Clarke's Blood Mixture IS THE FINEST BLOOD PURIFIER EVER DISCOVERED. It is warranted to cleanse the blood from all impurities, from whatever cause arising. For SCROFULA, SORE THROAT, BAD LEGS, BLOTCHES, SPOTS, ECZEMA, BLOOD POISON, BLACKHEADS, PIMPLES, and ULCERS, SKIN & BLOOD DISEASES OF ALL KINDS. It is a safe and Permanent Remedy. It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the blood and restores the system. NOTE. This mixture is pleasant to the taste and is warranted FREE FROM ANYTHING INJURIOUS TO THE MOST DELICATE CONSTITUTION of either sex, from infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value. Thousands of wonderful cures have been effected by it.

TRIED MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE. Mr. F. E. Lewis, 48, Bridge Street Row, Chester, writes:—Just a line in favour of "Clarke's Blood Mixture." I had eczema for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to your wonderful "Clarke's Blood Mixture."—June 13, 1903.

Impurities in the Blood.—We have seen loads of letters from all sorts and conditions of people, in which the writers acknowledge the benefit they have received from Clarke's Blood Mixture, which as a curative agent cannot be too highly estimated, since it cleanses and clears the blood from all impurities, and restores it to its normal condition. This is a good testimonial from the "Family Doctor," the popular medical weekly, which goes on further to say: "It is certainly the finest blood purifier that science and skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and public generally."

Sold by all Chemists and Patent Medicine Vendors throughout the World. Ask for **CLARKE'S BLOOD MIXTURE** and beware of imitations and adulterations.

YARROW'S SHALLOW DRAFT STEAMERS.



STERNWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. Yarrow have built a very large number of successful examples for all parts of the world. Vessels on this system are constructed when required, to draw as little as 10 inches. The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs. Yarrow & Co., Ltd.

For particulars apply to YARROW & CO., Ltd., Shipbuilders, POOL, LONDON.

CROSSE AND BLACKWELL LTD. By Special Warrant Purveyors to H.M. The KING. CELEBRATED OILMEN'S STORE PICKLES, SCUPS, JAMS, JELLIES, FOTTED MEATS, MALT VINEGAR. Agents for LEA & PERRINS Worcester & Shire Sauce.

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Auctions. PUBLIC AUCTION. THE Undersigned has received instructions from Wm. RAMSAY, Esq., to Sell by Public Auction, on **MONDAY**, the 22nd July, 1907, commencing at 2.30 p.m., at his Residence No. 5, MORRISON HILL, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, comprising:—HARTEMAN with BEVELLED MIRROR, SILK TAPESTRY COVERED DRAWING ROOM SUITE, TEAK OVERMANTLE with BEVELLED MIRROR, BRASS FRIDGES and FIRE BRASSES, JAPANESE LACQUERED CABINET and TABLES, LACE CURTAINS, CARPETS, SATSUMA and OROBORNE VASES, ENGRAVINGS, and ORNAMENTS, &c., &c. TEAKWOOD EXTENSION DINING TABLE, SHEDBOARD with BEVELLED MIRROR and PAPER, CHIFFONIER with BEVELLED MIRROR, DINETTE WARDROBE, WAITING DESK, &c., &c. DOUBLE BRASS MOUNTED BEDSTEAD, WARDROBE with BEVELLED MIRROR, MARBLE TOP WARDROBE, TOILET TABLES with BEVELLED MIRROR (SCOURING ONE), CAMBRIDGE WOOD BEDROOM SUITE &c., &c. CUTLERY, GLASS and CHINAWARE, BATHROOM, PANTRY and KITCHEN REQUISITES. Also A Fine Selection of CANTON BLACK-WOODWARE. 1 CORNICE PIANO by F. GEIGER. 2 RICHMOND in Good Condition. and A Large Quantity of PLANTS and PALMS in Pots. Terms:—As customary. On View from Wednesday, the 17th July, 1907. GEO. P. LAMBERT, Auctioneer. Hongkong, July 13, 1907.

FOR SALE. BOUND VOLUMES OF THE 'NEW WEEKLY' ARE ON SALE AT THE 'China Mail' Office, 8, Queen's Road Central.

FOR SALE. TWO VERY VALUABLE PIECES OF LANDED PROPERTY situated at CANTON near the Hongkong, Canton and Macao Steamboat Company's Wharf and measuring about 50 'changes' or thereabouts. Title Deeds can be seen at the Office of the Undersigned. For further particulars, apply to GOLDING & BARLOW, 10, Queen's Road Central. Hongkong, May 23, 1907.

THE HONGKONG DOCKS. A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited. Reprinted from the 'China Mail.' Price one shilling and sixpence. To be had at the 'China Mail' Office, 8, Queen's Road Central.

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HONGKONG.

Japan which has always been bent upon annexation. But the Korean Empire and the Korean people made no response and the result is that Japan has no

It is announced that La Mille has been selected for the role of Godiva in the "Convent Inquest." The question is, is he appearing as a living statue or in one of his first incarnations?

Band at Kowloon Hotel.

The Calcutta String Band will give the following programme during their stay at the Kowloon Hotel to-morrow (Saturday) evening, 8 to 10 o'clock:

March	King Cotton	Sp
Selection	Ornith	L. Monck
Waltz	Love's Last Words	Crom
Cake Walk	Down to Indiana	L. Monck
Selection	Spring (Ornith)	L. Monck
Waltz	With Wren Gazing	St
Selection	Provence	St
March	On the Beach	St

31 had a tonnage of 439,828, as compared with a tonnage of 381,400 in the same

own family with perfect satisfaction.

SATURDAY, JULY 20, 1907.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Tuesday, July 23, at 2.30 p.m. The Hon. Attorney General will move the second reading of the Bill entitled An Ordinance relating to Life, Fire and Marine Insurance Companies; and the second reading of the Bill entitled An Ordinance for giving to a Foreign Company called the Nederlandsche Handel-Maatschappij certain facilities for carrying on its business in the Colony.

A meeting of the Finance Committee will be held immediately after the Council.

THE ANTI-OPIMUM EDICT AND FATSHAN.

The Way Open for Roguery.

There appears to be no doubt that the officials intend to close the opium dens in Fatshan at the appointed date.

In addition to the general proclamation that everyone is supposed to read, it is reported that some tens of thousands of leaflets have been published and have been scattered broadcast throughout the town. These sheets tell the people that after the loss of the sixth month there will be no more opium sold in the open market. Before that date, moreover, all those who wish to smoke must appear before the recognised authorities, and from them get a license. These licenses are twofold. There is one for men who are over sixty years of age, and have become confirmed smokers. Apparently these are to be allowed to continue the habit, without let or hindrance. Then there is a second license which is to be given under certain conditions to those who are under sixty years of age, and are smokers, though these form a class of their own, and a license may be withheld from an applicant of this class. Then, further, another license is to be prepared for shopkeepers who will sell the drug, and these shopkeepers will be instructed that, even with their license, they are not allowed to sell opium to any one who is not supplied with a permit allowing them to smoke. Such is the system that is to be put into force less than a month.

One or two things strike us. The arrangements are such that smuggling is possible. It seems difficult to prevent a shopkeeper from selling opium to old customers who have not been supplied with a permit, and these will certainly present themselves when they want opium. Then if the licenses are sold and not given there will be a great temptation to work the system for all that it is worth, for it will mean a great revenue to the local officials, and those who want opium, from all accounts of those who have had to do with the license in order to get the drug. On the other hand it seems strange to us, who are accustomed to all the talking and voting, and talking in the West, when we want to do anything of the kind, that the Chinese Government can with a stroke of the pen, take away from the people what may of them use daily and crave for, and yet there is no one who will lift up the hand to interfere or oppose.

It is apparently easier to get things done sometimes with an Absolute Monarchy, than with any other way, and every system of Government has its advantages as well as its limitations. Of course we have to wait and see what will really follow all these elaborate preparations.

GENERALS AND BRIDGE.

It has been discovered that there is a direct and intimate relation between the qualities of a born General and a clever Bridge player. This, at any rate, was recently asserted by Mr. Charles Vidal Diel in the "Daily Mail." He has made a great study of the game, and has been conducting Bridge competitions for some years, and he says it has been proved to him without a possibility of doubt that the highest quality of play is among officers of the Army. The Navy makes a good second, and might possibly have come out equal if its opportunities and those of the Army had been greater. Mr. Diel is led to the conclusion that the born General is a born Bridge-player, and that our Army in possession of clever Bridge-players, has the best of soldiers. Mr. Diel is not surprised by the story that General Botta, defeated on the only winter of his Bridge-table on the voyage from Cape Town to Southampton. The General is said to have won a sum of £5,000, which tells Mr. Diel that luck must have been very evenly distributed amongst the four or five who make up the party.

Doublets, Aces, Hearts, and Spades would have made admirable players. Mr. Diel claims to have shown, and to be himself convinced, that our Army officers are a class of men of remarkably well-ordered intelligence, particularly adapted to their calling. "There may be men at the top of the tree fitted for their position; there always have been and always will be; but amongst these grasping the lower branches and climbing midway are many who only await their chance to prove their skill in warfare to be exactly the counterpart of their dash and cleverness at the Bridge table."

A HORSEMAKER.

Little Elmer, while out walking with his nurse, saw a blacksmith shoeing a horse, and upon returning home said, "Mamma, I saw the man who makes horses to-day."

"Are you sure you did?" asked mamma.

"Of course I am," replied Elmer. "He had one nearly finished when I saw him. He was just nailing on his hind feet."

RELIEVE YOUR MIND.

It is always well to be prepared for an emergency. Colic, diarrhoea, and dysentery are usually prevalent at this season and a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in your home may save much suffering if not a life. For sale by all chemists and stores.

THE ORIGIN OF POLO.

The Game in Ancient China.

[BY PROFESSOR E. H. PARKER.]

From the beginning of the tenth century to the middle of the fourteenth, that is for four hundred and fifty years, North China, especially the Peking plains, and the province of Shantung, was exclusively under the rule of Tartar Emperors; first Cathayans, then the ancestors of the present Manchus, and finally the Mongols. The Chinese dynasties ruling in South China were compelled to recognise these rival Casars as equals, and often sent them tribute under the convenient name of "subsidies." Thus in the year 953 one of the ephemeral dynasties of T'ang descent ruling in Central China sent a mission to the Cathayan emperor with a present of "half a dozen horses," and His Majesty (a great drunkard) went to a place some distance west of Peking to "beat the bull."

In the year 989 the then reigning Cathayan Emperor (who was, notwithstanding, really the best of his race) indulged to such excess in polo that a Chinese censor in his employ had to remonstrate with him very seriously. There are two versions of this sermon: one in the ordinary course of Cathayan history, and the other in the chapter specially devoted to this particular career. The remonstrances run as follows:

"At the risk of losing my head, I must protest against your Majesty's infatuation for ball striking and ball-horses. In the first place, when sovereign and subject play together, it is unavoidable that there should be undue emulation, the triumph of the prince becomes the chagrin of his lieges, the joy of one of the sides necessarily the humiliation of the opponents. In the second place whilst the horses are being run about and the clubs flying in the air, no attention whatever is paid to the difference in rank of the eager competitors, and all sense of courtesy and propriety disappears for the time; if the colonial garments (it would be treason to say "person") should be struck during the greedy contest of jousts, sticks a situation might arise in which the prince on the one hand would incur loss of dignity, whilst on the other it might be difficult to blame the subject. In the third place, to expose the dignity of a King to the risks of an exciting game is both unbecoming to the Empire to which a solemn duty is owing, and also unbecoming to a Dourager who is anxious for her son's safety (he died in the year 1009); for, however good a horse you may have, and however well beaten the polo ground may be, there is always a risk of a trip, a fall, or a failure to grip the rein at the critical moment."

It is related that the Emperor was much impressed and we hear little more of polo after that it is to be presumed that the remonstrance had proper effect.

About half a century after this event, the southern empire (which Marco Polo calls "Mand") sent a mission to Cathay under a very celebrated and learned statesman named Ch'ang Fung-ping. The Cathayan monarch was so struck with the dignity of his department that he turned to his courtiers and said: "Lucky, indeed, to possess such a subject as this!" The account goes on to say that they had a game of polo together and the Tartar monarch, beside presenting the envoy with his own polo horse, poured out wine for drinking a toast with his own royal hand.

Probably the Southern dynasty, also, occasionally played polo, for it is related of another celebrated scholar named Wen Yen-poh, that when young and playing at ball striking with other youths, some one knocked the ball into the hollow trunk of an old tree; such was the intelligence of the young man that he floated the ball out of the inaccessible hole by filling the trunk with water.

The Juché or Nüchen (Early Manchus) Emperors who succeeded the Cathayans, and are mentioned by Marco Polo under the name Chorché, are several times mentioned in Chinese history as being players of polo. In the year 1163, after the new year's festivities, it was ordained that the same games should be played each successive new year.

In the year 1291 the reigning Emperor allowed the people of Peking to enter the palace precincts in order to witness a royal game of polo. This ruler, whose Tartar name was Munko, used to make a summer retreat of a charming little pleasure temple in a village called Yü-ch'ien Shan, a few miles outside the capital; in this identical temple the writer of these humble lines was present on the summer of 1869.

When the mighty conqueror Genghis Khan was preparing to turn Mank'o's successor out of China, he took into his employ many Cathayans, who were of course only too glad to fight against their tyrannical masters the Juché. One of these Cathayans is stated to have been a magnificent horseman and a particularly fine polo player. After Genghis' death, his son Ogai Khan took active steps to clear out the Juché, and the Cathayans (bearing the name of Wan-yen Yen-shou) was defeated in battle owing to having allowed the Mongols to surprise him whilst he and his staff were indulging in a game of Polo. "Wan Yen" is the name of the original clan to which the reigning Manchu dynasty belongs.

The Mongols who were great hawkers are not mentioned as polo players; still less the effeminate Chinese dynasty (Ming) which ejected them in turn. The Manchus Emperors who succeeded the Mongols have never played polo; their exercise has always consisted in archery and wholesale hunting expeditions.

It is just possible that the earliest Chinese word for polo-ball (Hü or chü) may be the origin of the Persian Hü, and an invented Greek word, for Persian polo has been known to have been borrowed from the East.

(Continued.)

SPORTING.

Water Polo.

THE FIRST ROUND.

The first round of the Hongkong Water Polo Association's competition was concluded at the V. R. C. last evening when two matches were played as under:

ROYAL HONGKONG YACHT CLUB defeated the V. R. C. "B" team by three goals to nil. The teams were:

R. H. Y. C.: L. J. Wislart (goal), E. W. Carpenter and R. B. Beattie (backs) F. A. Bidden (half), C. A. Franklin, H. W. Loster and Linton (forwards).

V. R. C. "B": O. Rodrigues (goal), J. M. C. Lopes and E. M. O. Roncaldos (backs) L. de Breton (half), J. W. Baines, F. da Rosa, and A. J. V. Ribeiro (forwards).

In the first half the Yacht Club had the better of matters and scored two goals shortly after the opening. Beattie and Linton being the goal scorers. The first goal scored glided off the goal-keeper's hands as he endeavored to punch it clear. Carpenter made a fine swim from beyond half way and shaking his opponent clear he got to within striking distance and added a third goal. The second half was much more keenly contested, though several times the Yacht Club seemed on the point of scoring, Rodrigues, however, brought off a couple of line saves.

The Corinthian Yacht Club met the Middlesex "B" team and had an easy win, twelve goals to nil. The teams were:

CORINTHIANS: J. Forbes (goal), C. Humphreys and J. Miller (backs), E. Humphreys (half), R. Wiltell, O. J. Cooke and H. E. Scriven (forwards).

MIDDLESEX "B": Private Risikado (goal), Lance Corp. Duncan and Private Warner (backs), Private Moss (half), Lance Corp. Perkins, Private Wellesley and Private Cooper (forwards).

Immediately after the start, Wiltell scored two goals, one being a throw from near half-way, and Cooke added a third. The Middlesex had little chance against their fleet opponents, but when it is considered how few have been the opportunities for swimming and water polo it is not to be wondered at that the service teams do not make a better showing. The goalkeeper stopped a couple of hard shots and Wiltell threw missed easy shots when within a couple of yards of the goal. Miller, Humphreys (E.), and Wiltell added a goal each before half time, the score being six to nil. In the second half six more were added.

The matches in the second round are:

R. H. Yacht Club v. Corinthian Y. Club. 8th Co. R. G. A. v. V. R. C. "B" team. V. R. C. "A" team v. Middlesex "A" Royal Engineers v. do "B" do "B" v. do

To be completed by July 27.

COUNTY CRICKET.

percentage.

W. 2. 1. 100.00

Middlesex 4. 0. 3. 4. 100.00

Surry 7. 2. 3. 4. 55.55

Gloucestershire 6. 2. 3. 4. 50.00

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Kent 5. 4. 0. 4. 33.33

Worcestershire 5. 2. 1. 3. 21.87

Warwick 5. 1. 1. 3. 11.11

Essex 3. 3. 2. 0. 0

Hampshire 3. 4. 4. 3. 33.33

Sussex 3. 3. 4. 3. 33.33

Gloucestershire 2. 6. 1. 4. 30.00

Somerset 2. 7. 2. 5. 16.66

Northampton 1. 4. 2. 3. 20.00

Leicestershire 1. 5. 1. 4. 16.66

Durham 0. 7. 0. 7. 100.00

The points are calculated on last year's system—1 for a win, deduct 1 for a loss, drawn games not to count.

The table is complete to July 15 excluding three games on June 17, the results of which have not been received.

THE TURF.

EARLY RACES AT THE VALLEY.

There was quite a gathering of "sports" at the Valley this morning to witness a race between two ponies—Drynos and Meas, the latter being a recent importation from Amoy. Both owners fancied their respective mounts and the match was the outcome of one of those friendly discussions which are so frequent among the habitués of the course. It was stipulated that Meas should be ridden by his owner (Mr. Walter J. Daniel) as at night a weight as he could manage (by the way, was something in the neighbourhood of 12 stone) while Mr. R. F. C. Master (the well-known secretary of the Gynkhana Club) had the mount on Drynos, scaling about 10 stone 7 lbs. An exciting race was witnessed but the lighter jockey brought Drynos home a winner in comfortable style.

THE PACIFIC FLEET MUDDLE.

New York, July 6.

The controversy with reference to the strengthening of the Far Eastern Squadron continues to monopolize space in the press in view of the reiteration of the London "Morning Post's" New York correspondent that several battleships are destined for the Pacific.

The President's explanation is regarded as satisfactory so far as it goes, but details are officially lacking regarding the actual number of vessels to be placed in commission.

The public generally seem more amused than concerned over the muddle as a whole.

Mount Aoki remains entirely unmoved by the announcement that, in accordance with previous arrangements, certain changes are to be made in the formation of the Far Eastern fleet, and has assured an interviewer that the matter is of no importance whatever.

THE VOLUNTEERS.

Report For 1906-7.

In his report on the Hongkong Volunteer Corps from April 1, 1906, to March 31, 1907, Major A. Chapman remarks:

On March 31, 1903, the total strength of the Corps was 274. The total strength of the Corps on March 31st, 1907, was 290. Now that the New Headquarters have been completed I am confident that the total will increase during the next year, particularly if the new infantry company, which has been discussed, is started.

During the past year 5 members have died, 51 have resigned (1 on medical certificate, 20 in the Colony and 30 on leaving the Colony) and 1 has been struck off the strength: 71 new members have been enrolled.

The establishment of the Troop was raised in July to 43, namely, 1 Officer, 1 Sergeant, 1 Corporal, and 40 Troopers.

The Hongkong Volunteer Reserve Association had on 31st March, 1907, a membership of 248, an increase of 18 during the past twelve months. The members have carried out a large amount of rifle practice throughout the year at the King's Park Range, Kowloon, which is accessible to the Volunteer Range at Tai Hang, and at the Peak Range which has been recently opened.

The mounted Troop equipment has been augmented by the addition of Sam Brown sword belts and leather buckles for carrying the rifles; and the whole of the Troop Camp and found satisfactory.

The Maxim Guns have been thoroughly overhauled; they are now fitted with connecting rods, and new saddles, straps, etc., have been made for them by the Corps Armourer. The whole Corps is now very well equipped in every respect.

The discipline of the Corps has been very good.

The Artillery Units have drilled throughout the year with the 15-in. B.L. guns and 303 Maxims and performed infantry drills.

The Troop has carried out frequent mounted drills. The Engineer Company has had technical instruction at Kowloon with the oil engines and searchlight in addition to actual working in conjunction with the Royal Engineers with the various engines and searchlights in the command. This company has done excellent work throughout the year.

On February 13th (Chinese New Year's Day) the Corps took part in a field day. The scheme consisted of the attack and defence of Customs House.

Most of the members of the Corps have fired their musketry course, and rifle practice has been very popular, although of course it would be far more so if the Corps could have more opportunity of the Reserve Association has the new Range at the Peak which has been specially built for the purpose.

The Tai Hang Range is difficult of access and out of the way. During the year the members of the Corps have fired 45,820 rounds of small-gauge ammunition, and 40,100 rounds have been supplied to the Reserve Association. 119,000 rounds have been ordered for this year from the Crown Agents. The Officers and Staff Sergeants carried out revolver practice.

A company of signallers was formed during the summer months.

The Corps took part in the King's Birthday parade with the remainder of the Hongkong Volunteer Corps on November 9th, 1906.

On February 6th, 1907, the Corps had the honour of parading and lining the streets on the occasion of the arrival of H. R. H. The Duke of Connaught, Inspector General of the Forces. The Troop furnished an escort.

A small Cadet Corps was started in May, 1906, with boys from the Victoria British School, there are now 12 members. They are instructed in drill and semaphore signalling. They attended Camp and have been very successful. It is hoped that their numbers will soon increase.

The new volunteer headquarters were opened on December 15, 1906. The building has been paid for out of the Hongkong Volunteer Corps fund with the addition of a sum of \$5,000 from the Government. All the rooms and the remainder of the building have been well furnished and the officers and sergeants' mess rooms and billiard room have been completely fitted up out of private funds at no cost to the Government. The building has already proved very popular and I personally feel very pleased that it should have been opened before the departure of Major General, who made a great point of the necessity of suitable headquarters ever since his arrival in the Colony. I am convinced that this will tend to make volunteering more popular and trust that the members will increase; the expense of the building will be met by the Government.

A submachine gun was requisitioned from England, subject to the approval of the War Office, but the purchase of the apparatus has been postponed until the merits of similar, but cheaper, devices, which have been recently ascertained, have been tested.

The great expense of building and furnishing the Headquarters has prevented the men being supplied with winter clothing, but I consider that Kiaki is not sufficient for them and I hope funds will now be available to enable me to submit tenders for warm clothing to be taken in to wear next winter.

In conclusion I am glad to be able to report that the Officers and Senior N.C.O.'s of the Corps have all greatly assisted in bringing the Corps to its present state of efficiency. I am also indebted to Captain A. J. Thompson, R.E.A., who has since been appointed Staff Officer to the Corps) for the assistance he has given me from the date of Major Pritchard's departure on leave.

The Annual Inspection of the Corps was carried out on March 22, 1907, by His Excellency Major-General R. G. Broadwood, C.B., Commanding the Troops, South China, who expressed satisfaction with the turn out of the men and their drill.

Corps Sergeant-Major W. Highy and Staff Armourer G. W. Arvill have done their work excellently.

A WARNING TO MOTHERS.

Too much care cannot be used with small children during the hot weather of the summer months to guard against the danger of cholera.

Officers and Divorces—Readers of the "China Mail" will be interested to know that a considerable number of divorces have been granted in the last few months, and all danger of a "divorce" is imminent and all danger of a "divorce" is imminent and all danger of a "divorce" is imminent.

Sold by all chemists and stores.

NOTES FROM THE NORTH.

[BY P. H. H.]

Tientsin for the past two years has been passing through that uncomfortable stage when local institutions are upheaved and recognised privileges are overthrown by the advent of new blood and the invasion of an army of outsiders who have no sentimental associations with the past and no interest in the Joseph of early days. Such an eruption is inevitable if growth and expansion are to take place but it is none the less painful. It is none the less inevitable but it is none the less painful for one of the men, who for years have devoted time, brains and much money to evolving existing conditions out of the virtual nothingness, to stand witness earshot of such remarks as "What a rotten little place; nothing doing; not a soul worth speaking to. Why don't they leave this—or that? Well, we must see what we can do. Or—"Sleepy little hole this, eh? We must show 'em a thing or two, eh? Guess we'll soon make this place hum. Lot of old fogies here who don't know much. Put on 'side a bit though, don't they? Etc., etc."

These represent the comments of two widely different classes of new-comer but they sum total up to the same net result that they (the new-comers) know not and care not by whom and how the past has been carved into the present, but are confident that the present can be vastly improved on by themselves. And the pioneer and builder of the port standing within earshot, what of him? A slight tightening of the lips, and a slight, significant smile, as he passes on.

Tientsin is changing and the changes must come, but there is an element of stability—fortunately for Tientsin—which no number of new-comers and no amount of scornful comment can distrust or alter and that is the proprietary connection between the port and the people "not worth knowing." The innovators begin their work of overhauling and rush at this or that with reckless yielding hands; but invariably to find that some name has to be respected and some one respectfully approached before anything can be achieved. There was once a noble galleon which sailed to the East right merrily, bearing the scion of an Imperial line who was credited with great schemes of daring and were armoured-plated gloves as a preliminary. Every school boy has since learnt how, ere that galleon had proceeded far, the mailed hand had to be lifted for the purpose of salute and supplication before the galleon could proceed the wharves (it is proceeded) enacted in these days in Tientsin, often enacted in these days in Tientsin, often enacted in these days in Tientsin, often enacted in these days in Tientsin.

Lessons are being spread out on all sides which are well worth the learning if we choose to learn them. New-comers to any place should endeavour to take a little interest in its past history and the people who have made it, as they would thereby lay the foundation of a much more intelligent appreciation of that place as it is. No matter what a man's origin may have been, if he has had the industry, the intelligence and the generosity to create a flourishing business out of nothing and has sought to develop not only his own cabbage patch, but that of his neighbour as well, he deserves well of his countrymen and the respect of all who meet him. On the other hand, the pioneer should not be blinded to the fact that the impressions and suggestions of new-comers are not without their value and on no account entrench himself behind his proprietary rights and exhibit no interest beyond them. Thus and thus are the social conditions of Tientsin at the present time, and when thought out they explain, though they don't justify, many little, subtle force and undercurrents of friction which constitute the growing pains of our northern port.

A LARGE TEAK LOG.

The largest teak log ever sent by rail, though not the largest received in Burma, was recently extracted from the Pymnann forest by Messrs. Steel Brothers and Company, says an Indian paper. It was 53 feet in length and 12½ feet in girth. It was loaded at Kyaukse station by 20 to 10 tons a day under the supervision of Mr. Hardwick, Assistant Traffic Superintendent, Burma Railways. There are still large teak logs in the forest, but in most inaccessible spots, miles away from navigable creeks. Most pieces are in older days 50 feet long were no longer wanted, as iron or steel work has long taken the place of wood.

PROSPECTS FOR SILVER.

The price of silver has rallied chiefly, it is understood, on purchases for China account, the demand for India at the moment being less pronounced; but in connection with the future of the market, the Indian Government will continue to purchase silver as opportunity offers throughout the coming summer in order that the stock of silver in the currency reserve at the beginning of the active trade season may be large enough to prevent any undue reduction during the period of heavy currency requirements.

It is interesting to note that the stock of coined silver in the currency reserve, which at the beginning of February 1906 stood at 702 lacs, was reduced in April to 2,470 lacs, and still stands at only 1,534 lacs. In the next two months an addition of something like 600 lacs will occur. A portion of this will doubtless come from internal circulation, but a considerable amount is likely to be secured through purchases of silver in the London market.

CHINA SIXTY TWO YEARS AGO.

Hao olim meminisse juvabit.

Men may come and men may go but the Mail goes on for ever, as the following paragraph from THE CHINA MAIL of the 10th July, 1845, is ample evidence, says a Shanghai paper.

A Government Notification in to-day's MAIL announces the resignation of Mr. Montgomery Martin, who is already on his way to England, having taken his passage by the *Lurich* for Bombay. During the short period he held the office of Colonial Treasurer this gentleman by his affability and obliging disposition, and his readiness to communicate from his varied stores of knowledge, was so generally known and appreciated by the community that any eulogium upon him would be superfluous. His residence in China will no doubt have furnished materials for an additional work to the many he has produced on our colonial history and most people here will be anxious to see the views he gives to the world upon the relations of Great Britain with China and the prospects of the Colony of Hongkong.

That editors have always been human and sometimes jealous is evidenced by the paragraphs here following:

The *Friend* has been indulging himself with another performance on the Organ. We cannot with Hamlet admit that there is "much music—excellent music" in this playing, but it may possibly please a portion of his audience, and is without question highly gratifying to himself; we shall indulge him with a further theme for exercise, merely suggesting, in return for much good counsel he has from time to time wasted, we fear, upon us, that the whole world is improved by a curtailment of these treasured and extravagant grace notes of his, in which the air is often entirely lost sight of. In plain English, the excision of gross epithets, and the infusion of a little good taste into his desultory tirades, would bring the style nearer the standard of that portion of the newspaper press elsewhere which has any regard for its reputation.

He speaks of the MAIL as a "hiring organ, which plays the tunes set down by its masters," and truth alone is wanting to make this as cutting as it is intended to be. If the editor of the *Friend* of China is not already aware of the arrangement under which we have undertaken the Government's printing, we beg to inform him that it is essentially the same as that proposed by himself when he was organ-grinder, and we are as unlikely as he is at least, to modify our own opinion to suit the views of any individual or body of men; for proof of which an appeal might fearlessly be made to our respective journals. In our transactions with Government we have found them chiefly remiss, able for a desire to have everything on as good terms as possible, no more than in the Colony drives a harder bargain; and if they did not believe they got value for their money, we do not suppose we should long preside at the organ; and then, *The Friend*, assuming his place, must once more, "set all his mischiefs to sweet tunes."

Beside the native junks mentioned in last MAIL, we are able to add the following, engaged in the salt-trade, which disposed of their cargoes at Hongkong during the month of June:

From Kweichow, 39 junks carrying 19,100 piculs.

Huchong, 15 " " 4,800

Shanghai, 2 " " 1,200

Total 57 " " 25,100

CHINA AND THE UNITED STATES.

The president of the United States, in a message to Congress accompanying an abstract of Mr. Chubb's treaty and a letter of his to Mr. Cullerton upon the subject of Relations of Christian and Pagan Nations, earnestly recommended the suggestion of Mr. C. that there should be a Consular Agency, or Resident Minister in China. Great Britain and France have a Minister Plenipotentiary in China, and Consuls in each of the five ports open to our commerce. An appropriation of \$18,000 for salary and outfit for a minister in China, and \$25,000 for a secretary and interpreter, was agreed to.

GAMBIE AND PEPPER PLANTATIONS.

For some time past it has been known that a considerable migration of Chinese and gambier and pepper planters of Singapore to the opposite coast of Johore has been going on. From a memorandum made by a gentleman who lately visited the district, it appears that within the last six months fifty-two plantations have been commenced, twenty on the Sakodis River, twelve on the Soongie Malay, fifteen on the Soongie Dango, and five on the Soongie Rambro. There are about five hundred people in all engaged in these plantations, and it is thought, with probability, that the emigration will increase as the gambier and pepper plantations on this island wear out, which, from their age, many of them are fast doing. At Rho, also, it is understood that most of the gambier and pepper planters are obliged to seek for new localities, which they will probably find in Johore. As yet these planters have met with no molestation from the native authorities of Johore, who on the contrary are understood to encourage them to remain free from taxation in all things. Looking at the importance of the cultivation of gambier and pepper to the commerce of the island, and the fact that the whole of the cultivators in Johore are yet ardent emigrants from Singapore, we consider that it would be very proper for the local government here to make terms for the less easily induced to enter into permanent engagements for the protection and encouragement of the planters. The knowledge that he had been bound down by their protection by the Government, confidence to the cultivators, and induce them to more extended operations, if they might otherwise engage in it, if they had not already turned their

Shipping.

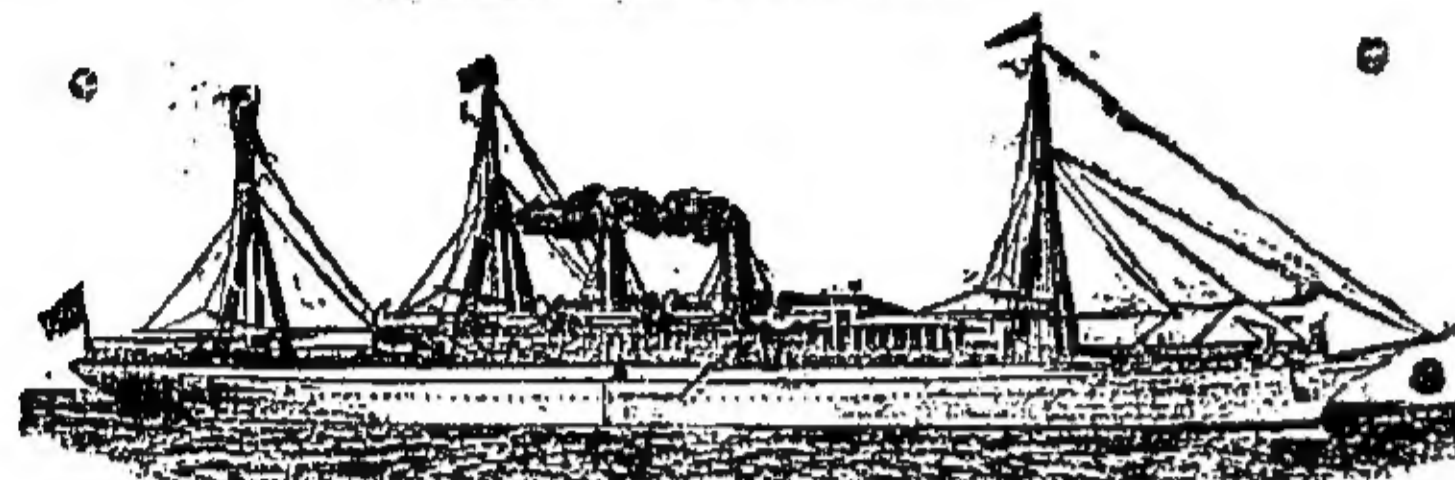
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

DESTINATIONS	STEAMERS	TO SAIL ON	REMARKS
SPANGHAI	ARCADIA	About 26th	Freight and Passage.
LONDON, via USUAL PORTS	DELTA	27th	See Special Advertisement.
MARSEILLES, LONDON	NYANZA	About 31st	Freight and Passage.
SHANGHAI, NAGASAKI, MOJI, KOBE AND YOKOHAMA	PALMA	About 2nd	Freight only.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the EMPRESS LINE, SATURDAY 6 to 10 DAYS OCEAN TRAVEL 11 DAYS YOKOHAMA TO VANCOUVER.

18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. EMPRESS OF INDIA	THURSDAY, AUG. 1	Aug. 19
MONTEAGUE	WEDNESDAY, AUG. 14	Sept. 7
EMPEROR OF JAPAN	THURSDAY, AUG. 29	Sept. 16
TARTAR	WEDNESDAY, SEPT. 11	Oct. 5
ATHELAN	THURSDAY, SEPT. 26	Oct. 14
EMPEROR OF JAPAN	WEDNESDAY, OCT. 9	Nov. 9

THE quickest route to CANADA, UNITED STATES AND EUROPE, call at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA AND VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPEROR' Steamship, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Hongkong to London, 1st Class, via St. Lawrence £80. via New York £62. Intermediate Steamer at 12 Noon.

R.M.S. MONTEAGUE, TARTAR and ATHELAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Pass, apply to D. W. CRADDOCK, General Traffic Agent for China.

CORNER PRINCE STREET AND PRINCE, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	WAKASA MARU, Tons 6265	WEDNESDAY, 24th Aug., at Daylight.
	HAJATA MARU, Tons 6161	WEDNESDAY, 7th Aug., at Daylight.
VICTORIA, B.C. AND SEATTLE, via SHANGHAI, MOJI, KOBE AND YOKOHAMA	KAGA MARU, Tons 6301	TUESDAY, 23rd July, at Daylight.
	YOSA MARU, Tons 5823	TUESDAY, 6th Aug., at Daylight.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIRKO MARU, Tons 5539	FRIDAY, 9th August, at Noon.
	KUMANO MARU, Tons 5076	FRIDAY, 6th Sept., at Noon.
KOBE AND YOKOHAMA	KAWACHI MARU, Tons 6101	SATURDAY, 27th July, at Daylight.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	HIROSHIMA MARU, Tons 3283	TUESDAY, 30th July.
BOMBAY, via SINGAPORE, COLOMBO	ETOROFU MARU, Tons 3949	WEDNESDAY, 31st July.
NAGASAKI, KOBE AND YOKOHAMA	KUMANO MARU, Tons 5076	WEDNESDAY, 7th August, at Noon.

† Cargo only. * Calling at KEELUNG. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA -

28,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA,' Captain C. F. AUSTIN, On WEDNESDAY, 31st July, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of trans-Pacific cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

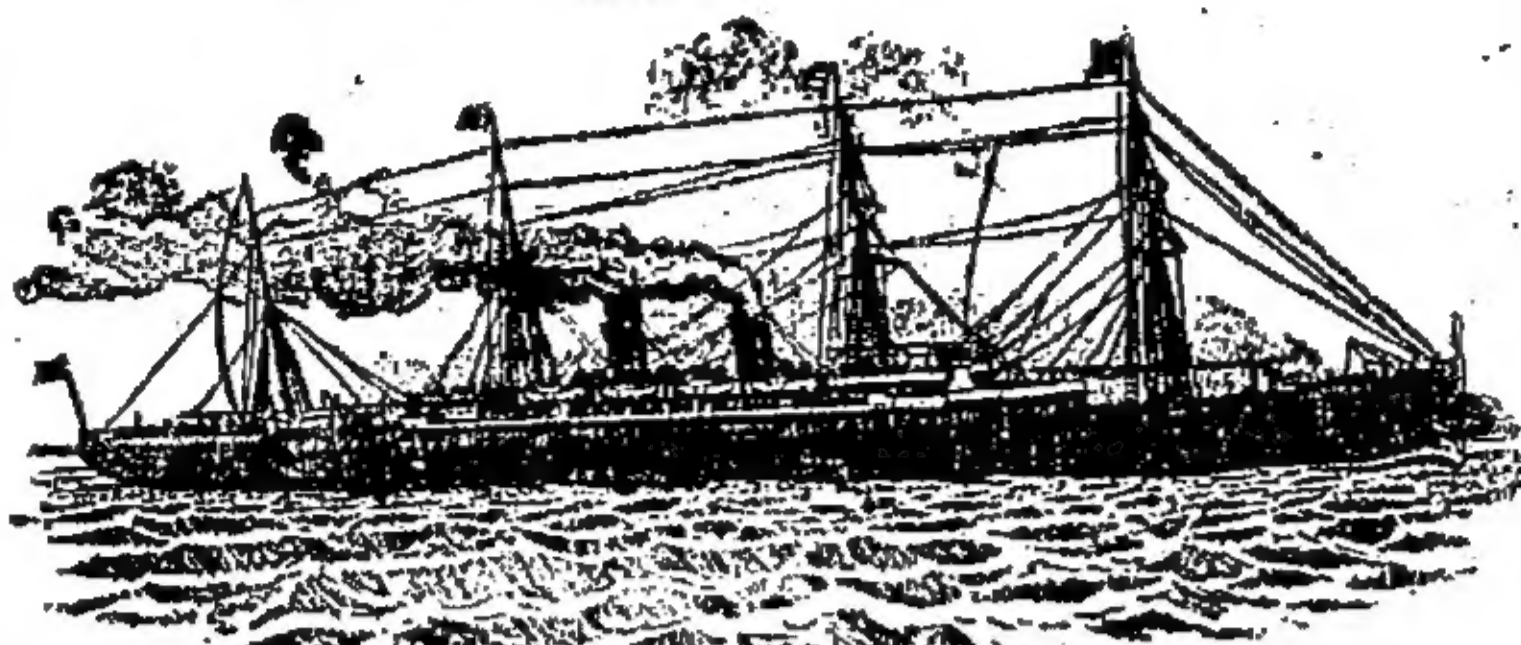
NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	SAILING DATES
PERSIA	9,000	SATURDAY, 27th July, Daylight.
HONGKONG MARU	11,000	THURSDAY, 6th Aug., at Noon.
KOREA	18,000	FRIDAY, 18th Aug., at Noon.
AMERICA MARU	11,000	SATURDAY, 24th Aug., at Noon.
SIBERIA	18,000	SATURDAY, 31st Aug., at Noon.
CHINA	10,200	SATURDAY, 7th Sept., at Noon.
MANCHURIA	27,000	SATURDAY, 14th Sept., at Noon.
NIPPON MARU	11,000	SATURDAY, 21st Sept., at Noon.
ASIA	9,500	TUESDAY, 1st Oct., at Noon.

RECORD FAST TRIPS.
Yokohama to San Francisco, via KOREA, 18,000 tons. September 14-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Yokohama, via SIBERIA, 18,000 tons. August 16th-29th, 1905; 4 days, 10 hours.
San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en route, August 16th-31st, 1905, 15 days, 13 hours.
Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship PERSIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA AND HONOLULU, on SATURDAY, the 27th July 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Mexico, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, KOREA, MOJI, KOBE AND YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMERS	TONS	CAPTAINS	TO SAIL ON
NUMANTIA	4371	H. FELDTHAM	July 21, at Noon.
ARABIA	4483	MITCHELL	Aug. 7, at Noon.
ALESIA	5187	JOHN ERNST	Sept. 4, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR HOIHOW, PAKHOI & HAIPHONG

MANILA

CEBU & ILOILO

SWATOW AND SHANGHAI

YOKOHAMA AND KOBE

MANILA, ZAMBOANGA, PT. DARWIN

THURSDAY ISLAND, COOKTOWN

CAIRNS, TOWNSVILLE, BRISBANE

SYDNEY & MELBOURNE

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table.

A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED CARGO FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	R. W. Almond	Manila	Saturday, July 27, at Noon.
ZATIRO	2540	A. Fraser	Manila	Saturday, July 3, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

TO SAIL

S.S. ABERLOUR

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENSIN, via SWATOW AND CHEFOO	CHIPSING	MONDAY, July 22, at Noon.
SHANGHAI, via SWATOW	HINSANG	TUESDAY, July 23, at 4 p.m.
SHANGHAI, via SWATOW	CHOWSANG	TUESDAY, July 23, at 4 p.m.
MANILA	YUENSANG	FRIDAY, July 26, at 4 p.m.
SINGAPORE, PENANG AND CALUTTA	KUTSANG	TUESDAY, July 29, at 3 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class Single	\$ 65	Return \$100
Penang	" 85	" 130
Calcutta	" 165	" 260

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtze Ports.

† Taking Cargo on through Bills of Lading to Kuda, Labad, Dava, Semporna, Tawau, Uman, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR NAPLES, GENOA, GIBRALTAR, SOUTH AMPTON, ANTWERP AND BREMEN.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

MA N I L A, NEWGUINEA, BRISBANE, SYDNEY, MELBOURNE AND SAMARAI.

YOKOHAMA AND KOBE.

KUDAT AND SANDAKAN.

PRINZ LUDWIG, Capt. C. Weltheim.

PRINZ REGENT LUITPOLD, Capt. H. Kirchner.

PRINZ WALDEMAR, Capt. W. von Senden.

PRINZ WALDEMAR, Capt. W. von Senden.

BORNEO, Capt. F. Senfblit.

For further Particulars, apply to

Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUESS, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANEE AND BLACK SEA PORTS.

THE Steamship ERNEST SIMONS, Captain GRARD, will be despatched for MARSEILLES on TUESDAY, the 23rd July, 1907, at 1 p.m.

This Steamer connects at Colombo with the Australian line s.s. Dundra bound for MARSEILLES, via BOMBAY and ADEN.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. TONNERRE, Aug. 6, 1907.

S.S. SALAZIE, Aug. 20, 1907.

S.S. POLYMERIE, Sept. 3, 1907.

S.S. TONNERRE, Sept. 17, 1907.

S.S. AUSTRALIE, Oct. 1, 1907.

S.S. NERA, Oct. 15, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, July 10, 1907.

1138

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship EMPIRE, Captain HELM, will be despatched as above on SATURDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardsess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, July 4, 1907.

1115

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Kobe, Yokohama).

With Option to Call at Mexico and other Coast Ports.

Steamers

Tons

To Sail

KASATO MARU, 6100

End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Yokohama Building, Hongkong, April 15, 1907.

215

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship HAITAN, Captain J. S. ROACH, will be despatched for the above Ports on SUNDAY, the 21st inst., at 10 a.m.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, July 18, 1907.

1170

FOR KOBE.

THE Steamship NICHIBEI MARU, Captain R. MIYAGAWA, will be despatched for the above ports DIRECTLY on or about SUNDAY, the 21st inst., at 6 p.m.

For Freight, apply to

THE MITSUI BUREAU KAISHA, Agents.

Hongkong, July 17, 1907.

1119

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Co.'s Steamship AUSTRIA, Captain A. BILAZER, will leave for the above places on MONDAY, the 22nd inst., at 5 p.m.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents, Prince's Building.

Hongkong, July 17, 1907.

1155

NOTICES TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship Austria, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

This Vessel brings cargo:—

From Venice ex s.s. Espera, transhipped at Trieste.

From Vienna ex s.s. Ungaria, transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 25th July, 1907, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th July, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, July 18, 1907.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Leave	Connecting Steamers	Due at	Due at
Colombo	Hongkong	from Colombo to	Marseilles (Brindisi)	London
		Marseilles & London	2 days earlier	1 day later
DELTA	July 17	MACEDONIA	Aug. 25	Sept. 1
DELHI	July 24	HIMALAYA	Sept. 8	Sept. 15
ARCADIA	Aug. 1	MOLDAVIA	Sept. 22	Sept. 29
MARMORA	Aug. 8	INDIA	Oct. 6	Oct. 13
MALTA	Aug. 15	MONGOLIA	Oct. 20	Oct. 27
DELTA	Aug. 22	BRITANNIA	Nov. 3	Nov. 10
OCEANA	Aug. 29	MOULTAN	Nov. 16	Nov. 23
DELHI	Sept. 5	CHINA	Nov. 30	Dec. 7
ARCADIA	Sept. 12	PRIMAVERA	Dec. 14	Dec. 21
DRYAD	Sept. 19		Dec. 28	1908, Jan. 4

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Arrival in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following:-
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS:
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamer	Leave	Due at
Hongkong	London	
NYANZA	July 31	Sept. 16
SIMLA	Aug. 7	Sept. 22
SUNDA	Aug. 14	Oct. 1
CEYLON	Aug. 21	Oct. 8
NAMUA	Aug. 28	Oct. 15
MANILA	Sept. 4	Oct. 22
SORNO	Sept. 11	Oct. 29
NORA	Sept. 18	Nov. 5

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carries 1st and 2nd Saloon Passengers. * Carries only First Saloon Passengers.
For further particulars, Apply to
E. A. HEWETT,
Superintendent.

1221

OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

THE CO. S.S.	FOUCHOW, Via SWATOW	LEAVING
SEIKO MARU, Capt. G. NAKAO.	AND AMOY.	SUNDAY, 21st July, at 9 a.m.
MASAN MARU, Capt. I. SAKURAI.	TAMUL, Via SWATOW AND AMOY.	SUNDAY, 21st July, at 10 a.m.
FUKUSHU MARU, Capt. T. ITO.	ANPING, Via SWATOW, AND AMOY.	WEDNESDAY, 24th July, at 8 a.m.
FRITHJOF, Capt. ANDERSON.	FOUCHOW, Via SWATOW, AND AMOY.	WEDNESDAY, 24th July, at 10 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1 Queen's Buildings.

T. ARIMA, Manager

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Ship	Tons	Captain	To Sail
SHAWMUT	9608	E. V. Roberts	About Aug. 15.
THEMONT	9608	T. W. Garlick	About Sept. 10.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES

* The Twin-screw s.s. Shawmut and Themont are fitted with very superior
Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laund-
ry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited.

QUEEN'S BUILDINGS.

GENERAL AGENTS.

Notices to Consignees.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship
ZETEN,
having arrived, Consignees of Cargo are
hereby notified that their Goods with the
exception of Opium, Treasure and Valu-
ables, are being landed and stored at their
risk into the Godowns and/or extra hazar-
dous Godowns of the Hongkong & Kow-
loon Wharf and Godown Company, Limited,
Kowloon, whence delivery may be
obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before
Wednesday, the 17th of July, at 1 p.m.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 23rd of
July, will be subject to rent.
All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 23rd of July, at
9.30 a.m.

All Claims must reach us before the 28th
of July, 1907, or they will not be recog-
nized.
No Fire Insurance will be effected.
Goods of Loading will be consigned by
us Undersigned.

NORDDEUTSCHER LLOYD,
MELBOURNE & CO.,
Agents.

Hongkong, July 17, 1907. 1168

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER SUND.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the HONGKONG AND
KOWLOON WHARF AND GODOWN COMPANY'S
Godowns at Kowloon, where each consign-
ment will be sorted out Mark by Mark, and
delivery can be obtained as soon as the
Goods are landed.

Optional goods will be landed here un-
less instructions are given to the contrary
before 6 Hours.
Goods not cleared by the 24th inst.,
at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by
us in any case whatsoever.

Damaged packages must be left in the
Godowns for examination by the Con-
signee's and the Co.'s representatives at an
appointed hour. All claims must be pre-
sented within ten days of the steamer's
arrival here, after which date they cannot
be recognised. No claims will be admitted
after the goods have left the Godowns.
E. A. HEWETT,
Superintendent.

Hongkong, July 16, 1907. 1171

EAST PRATA RECLAMATION
SCHEME.

AS PROPOSED TO THE HONGKONG
GOVERNMENT AND THE MARINE
LOT-HOLDERS BY SIR PAUL
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"DICTATES OF HUMANITY."

Japanese Reflection on American.

The Tokyo representative of the "Mainichi" called on Count Okuma on July 9, when the veteran statesman made a statement to the following effect:—The American authorities are endeavouring to make the public believe that the despatch of the battleships to the Pacific has no political significance. It is difficult, however, to take this view, although it would be premature to regard it as a warlike preparation against Japan. At any rate, America is clearly in a very sensitive state at present. It is necessary to remember that the present difficulties originated in the acts of Americans. Consequently, it is for Japan to claim a fulfilment of America's obligations, and for America to give satisfaction to Japan. Such an action as the despatch of American warships to menace Japan would, therefore, be a strange perversion of the natural course of events. It could only be supposed in that case that America had forgotten her duty and the dictates of humanity. Japan, in any event, should assume a cool and calm attitude, saying to America, "Come, if you like." So far, however, the despatch of the battleships did not appear to be a grave matter.

A STRANGE BELIEF.

Plague Spread by Pills.

ALLAHABAD, June 12.

The "Pioneer's" Peshawar correspond-
ent telegraphs:—

It would appear that the recent scare about "pill" throwing which has been current in the Peshawar district has been extended to tribes of independent territory across the border.

It was popularly believed that plague was due to some mysterious pills which were being thrown broadcast by evilly disposed persons with object of spreading the disease.

Information received from Tirah seems to show that the Afridis are on the watch and intend to deal with the matter in their own way. It is said that a beggar called Mabbub Shah has been accustomed to go every year from Kohat to Tirah and beg there. A short time ago when he was at Maidan he was found to be in possession of a quantity of pills and he was promptly killed by the Ziauddin Khels.

Another man named Habib Badshah Said, of Bonf, who had probably gone to Tirah to practice medicine there, is reported to have been killed by the Mone Khels on suspicion that he was spreading the plague. After his death a considerable sum of money was found on his person as well as a bag of pills of various kinds, which were at once burnt.

The third man is said to have been caught by the Zakka Khels who cut off his nose and ears.

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